Shipping News and Reports From All Parts of the World

Shipping Board Report Shows failure Under U.S. Ownership

Wessels in Active Operation, Studied as Private Enterprise, Reveal Deficit of 49 Million on 106 Million Income and 100 Million Investment

By David S. Kennedy

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a of vessels, when considered in of vessels, when considered in me light as a private, commer-insellet as a private, commercial from amounts recovered from previous voyages, is the most striking and to be drawn from the analysis of the Shipping Board. This a development that can be a development that can be a development that can be a development faults of government ownership and passenger rates, charter hire and from amounts recovered from previous voyages. The latter item is not expenses of the solution of the solutio

esd salaries must be

ping Board report naturally the lines necessitated by its a government department, a consideration appropria-

dergoing an operating loss of \$9,000,000 amonth. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time was required before the new board could could this down to \$3,000,000 or so a month. Some time was required before the new board could cout this down to \$3,000,000 or so a month. Some time was required before the new board could cout this down to \$3,000,000 or so a month. Some time was required before the new board could cout this down to \$3,000,000 or so a month. Some time was required before the new board could cut this down to \$3,000,000 or so a month. Some time we bard could cut this down to \$3,000,000 or so a month. Some time we bard could cut this down to \$3,000,000 or so a month. Some time we bard could cut this down to \$3,000,000 or so \$3,000,000 or so \$3,000,000 or so \$50,000,000 or so

New Routes Maintained

A large part of the Shipping Board
loss last year was due to the fact that
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ker has said that this
not show a profit when
interest, insurance and in and bigher subsistence costs.

It the following table an effort has

Liner Resolute Passes From American to Panaman Registry



The United American liner Resolute is now in the Fletcher drydock undergoing repairs before sailing January 9 on a cruise around the world. When the steamer entered drydock she was flying the United States flag. When she sails from New York next month she will go under the flag of Panama. The transfer of registry is due to cancellations following the application of the Volstead act to American vessels beyond the three-mile limit.

The Reliance, sister ship of the Resolute, has also been transferred to Panaman registry. She will sail

World Services

poration have previously demonstrated their success in private enterprise.

A large part of the Shipping Board cost last year was due to the fact that twas required, under the directions of the Jones act, to maintain essential rade routes. The purpose of these was to develop, even at heavy initial losses, ship services which might in the long run be made profitable for investment by private capital. Many of these lines, especially from the long run be made profitable for investment by private capital. Many of these lines, especially from the mounced here, a series of large cuts in accommendation of the parts of the world have been slated during the last week. If the Atlantic cut is satisfactorily arranged it will be the second fall in rates this year, the Canadian Pacific and the United States Lines having into the financial statement of the board as a whole, it is shown that the deficit the providing greater for the more as an arrange in the last week. Turning from the operation of 400 are well as a whole, it is shown that the deficit of the parts of the world have been slated during the last week. Turning from the operation of 500 certification of 400 certification of the board as a whole, it is shown that the deficit of the parts of the world have been slated during the last week. The purpose in operation of 500 certification of the parts of the world have been slated during the last week. If the Atlantic cut is satisfactorily arranged it will be the second fall in rates this year, the Canadian Pacific and the United States Lines having introduced lower farcs for the summer and the United States Lines having introduced lower farcs for the summer and the United States Lines having introduced lower farcs for the summer and the United States Lines having introduced lower farcs for the summer and the United States Lines having introduced lower farcs for the summer and the United States Lines having introduced lower farcs for the summer and the provided part of the world have been slated during the last week. If the Atlantic are series of large cuts in the trans-Atlantic may a measure us of the Jones act, to maintain essential trade routes. The purpose of these was to develop, even at heavy initial losses, ship services which might in the long run be made profitable for investment by private capital. Many of these lines, especially from the smaller ports, would not have been hept in operation by a private enter-prise. They served their purpose in providing greater facilities for the movement of American foreign com-

British Reduce Navy Is Handicapped Without Ship Fares on Merchant Ships, Says Ackerson

Readjustment of Passenger
Rates Announced in London; Apply to Australia,
New Zealand and Cruises

Special Cable to The Tribune

The vital interdependence of the mary and the merchant marine, for national defense in war and for the promotion of foreign trade in peace, was cutlined by J. L. Ackerson, vice-president of the Merchant Shipbuilding Corporation and president of the merchant marine can be maintained merchant marine can be maintained merchant marine can be maintained without assistance of the government, and if it cannot, how best and with the least expense can the necessary government assistance be given?

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New York Now Leading London As Greatest Port in the World

Local Center Surpasses British Capital in Value of Foreign Commerce and in Tonnage of Ships Entered and Cleared; Race for Supremacy Is Close

of London Authority, made an address recently in that city in which he spoke of London as the leading foreign trade center of the world. He made this statement without reference to the facts, relying upon the fact that the supremacy of London has been acknowledged for many years.

Figures pulled out from the mase of statistics compiled by the United States Department of Commerce and the Port of London Authority reveal the fact that New York has definitely passed the British city as the premier port of the world. The race is still close, and London may forge ahead in any particular year, but the records of the calendar year 1921, which are now at hand, show New York well in the front.

the front.

In value of experts and imports and in the tonnage of ships entered and eleared in the foreign trade, the two measurements of the greatness of ports, New York leads London by a comfortable margin. The commercial center of the world has crossed the Atlantic. Whether it is to remain here depends upon future developments, especially upon legislation by Congress to aid American shipping and foreign trade.

Port Takes Lead

White Star to Fight Hamburg and United American Lines, Is Statement

Special Cable to The Tribuse
BERLIN, Dec. 10.—Germany's two ading shipping lines, the Hamburg nerican and the North German oyd, soon will enter competition for econtrol of the greater part of the control of the greater part of the 0000.

000,
The value of exports and imports at
London for 1921 amounted to \$2,730,000,000, with pounds sterling converted
to dollars at the rate of \$4.50. Foreign commerce at the Port of New
York for the same period reached \$3,062,000,000.
The comparison between the two
ports accordingly is shown as follows:

New York Leadon.

J. H. Estill, Order of the British Empire, commercial manager of the Port
of London Authority, made an address
change. British shipping is recover-

Star's disposal as points of departure to America.

Chancellor Cuno followed the late Herr Ballin's policy of never fighting other German shipping lines, rather seeking the mutual co-operation of German shipping interests as much as possible.

The Bremen company's latest move has served to stimulate the change in the Hamburg-American policy. The recent placing into service of the White Star Line's steamer Pittsburgh at Bremerhaven at the North German Line's decime the Will be followed by the White Star's placing several 6,000 ton vessels into the American trade from Bremen. Thus the Hamburg-American Lines, headed by Harriman, are entering into a struggle that is as much as fight between England and America as between competing German companies.

**At Propert No. 22,000,000,000 to the struggle that is as much as fight between England and America as between competing German companies.

**At Propert No. 22,000,000,000 to the dawnee of New York and the decline of New York has gent and the pot of London, Internation of New York

Big Motor Liner Marks New Era or forty-six days in all, will amount to \$14,892, compared with \$34,552 for the steamer at the current low oil price quoted. This shows a net saving in the

leading shipping lines, the Hamburg-

The placing in Great Britain of an of propeller racing and otherwise vary-order for a 22,000-ton eighteen-knot ing propeller speed, meaning a better voyage average. Also there will be a voyage, or over \$157,280 per round voyag

cause all the auxiliaries will not be running, whereas we have included the full 1,500 b.h.p.

"If she were an oil-fired steamer of the most economical class she would burn 122 tons of oil at sea and about forty tons in port, meaning daily fuel bills of \$882 and \$280, and would have to a much smaller carrying capacity. The new motorship will make the transpace Pacific passage from Vancouver to Australia in eighteen days, and we presume will stay about five days in port at each end. So her total fuel bill for a round sea voyage and two port stops,

Steamship Rates From U. S. North Atlantic Ports to Principal Ports of the World

The following table, furnished by Caldwell & Co., gives average berth rates charged by steamship lines. They are subject to confirmation in each instance. Rates per 100 pounds unless specified:

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West Coast S. A .. *Per 2,240 lbs. †W/M per 40 cu. ft, or 2,240 lbs. s/o. ‡Per bbl. [In bags. \$Per cu. ft.; Eper 100 lbs.—where rates are shown on both bases, charges are assessed at ship's option. *Shillings and pence per quarter.